

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-2119

Name: MD 170 (Telegraph Rd) over Severn Run #2044

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST

MHT NO. AA-2119

NAME AND SHA NO.: 2044

LOCATION

Road Name and Number: MD 170 (Telegraph Road) over Severn Run

City/Town: Odenton/Ridgeway    vicinity

County: Anne Arundel

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☒ yes ☐ no

☐ NR listed district ☒ NR determined eligible district

☐ locally designated ☐ other

Name of District Borders on Lowman Farm N.R. D.O.E. (MHT #868 and #1007)

BRIDGE TYPE

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch Bridge

☐ Metal Truss Bridge

☐ Moveable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☒ Concrete

☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame

☐ Other ☐ Type Name

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**DESCRIPTION**

**Describe the Setting:**

Bridge #2044 carries MD 170 over Severn Run near Ridgeway in Anne Arundel County. This area falls within Maryland's Tidewater or Coastal Plain physiographic region. Route 170 runs in a north-south direction in this area with Odenton at the southernmost end and the Baltimore-Washington Airport toward the north. Severn Run runs in an east-west direction. This bridge is situated just north of Bridge #2205 and east of #2204. The immediate setting appears to be wooded and not heavily developed.

The structure is located on the border of the Lowman Farm area, an historic district determined eligible for the National Register of Historic Places. The two principal resources within the district are the Lowman Farm (MHT #868), which is a significant example of a relatively unaltered mid-19th-century frame farm house and farmstead, and the Lowman Mill (MHT #1007).

**Describe the Superstructure and Substructure:  
(Discuss points identified in Context Addendum, Section C)**

Bridge #2044 is a single-span (31'-0"), simply supported reinforced concrete T-beam structure carrying a 40'-0" clear roadway width. The bridge consists of a concrete slab deck with a bituminous overlay, concrete stringers supported on concrete abutments, and open concrete parapet walls. The bridge, which is 44.5 feet wide, was built in 1936. The span length is 31 feet and the skew angle is 13 degrees. Three utility pipes cross the structure. The bridge consists of 8 concrete girders monolithically poured with an 11-1/2" concrete slab and a clear roadway width of 40'-0".

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

**Discuss major alterations:**

Vertical cracks which formed in both abutments were repaired with epoxy in 1985. The concrete parapet wall railing was repaired in 1993 due to damage from an earlier accident. The deck was also repaired in 1993 due to deterioration.

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**HISTORY**

**When Built:** 1936

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** State Roads Commission, contract #AA 302X-I-311

**Who Designed:** Unknown

**Why Altered:** The bridge was altered for purposes of routine maintenance and to repair damage caused by deterioration.

**Was this bridge built as part of an organized bridge building campaign?:** No

**SURVEYOR ANALYSIS**

**This bridge may have NR significance for association with:**

☐ A (Events)   ☐ B (Person)   ☐ C (Engineering/Architectural Character)

**Was this bridge constructed in response to significant events in Maryland or local history?**

Road improvements in Anne Arundel County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

**When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

Bridge #2044 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

Although the bridge is located on the border of an area which is eligible for historic designation, its date of construction does not contribute to the period of significance of the resources within the district.

**Is the bridge a significant example of its type?**

No, the bridge is not a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls.

Both abutments developed vertical cracks which have been repaired. In addition, one concrete parapet wall and the concrete deck have been repaired. Modern metal guard rails have also been added.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?**

No, this structure is not a significant example of the work of the State Roads Commission. According to the original drawings for this bridge dating to 1935 and the revisions dating to 1941, this bridge was built to then-current standard specifications for concrete beam bridges.

**Should this bridge be given further study before significance analysis is made, and why?**

No, this structure should not be given further study. Previous alterations place its integrity in doubt.

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MHT NO. AA-2119

**BIBLIOGRAPHY**

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Spero, P.A. C. & Company and Louis Berger & Associates

1994

*Historic Bridges in Maryland: Historic Context Report.*

Maryland State Highway Administration, Baltimore.

State Highway Administration

Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland

1958

*A History of Road Building in Maryland.* Baltimore.

**SURVEYOR INFORMATION**

Name:

Gabrielle M. Lanier

Organization:

KCI Technologies, Inc.

Address:

5001 Louise Dr., Suite 201

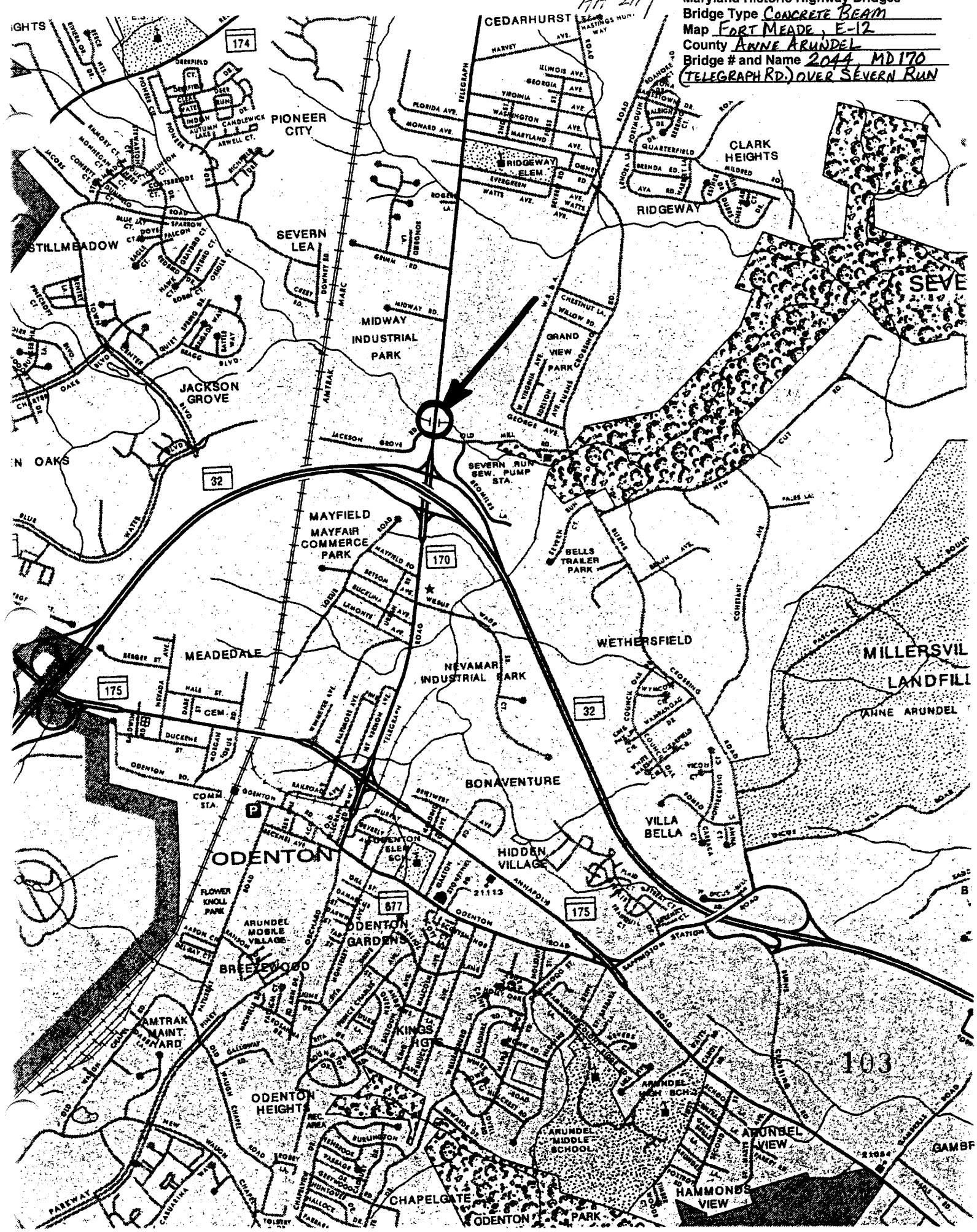
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

AP-219

Maryland Historic Highway Bridges  
Bridge Type CONCRETE BEAM  
Map FORT MEADE, E-12  
County ANNE ARUNDEL  
Bridge # and Name 2044 MD170  
(TELEGRAPH RD.) OVER SEVERN RUN







Inventory # AA-2119

Name 2044 - MD170 OVER SEVERN RUN

County/State ANNE ARUNDEL COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING  
NORTH

Number ~~15~~ of ~~23~~ 1 of 4



Inventory # AA-2119

Name 2044-MD 170 OVER SEVERN RUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING  
SOUTH

Number 16 of 25 2 of 4



Inventory # AA-2119

Name 2044-MD 170 OVER SEVERN RUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number ~~17~~ of ~~23~~ 3 of 4



Inventory # AA-2119

Name 2044-MD170 OVER SEVERN RUN  
County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number ~~18~~ of ~~23~~ 4 of 4